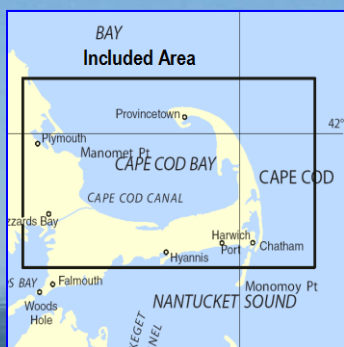


BookletChart™

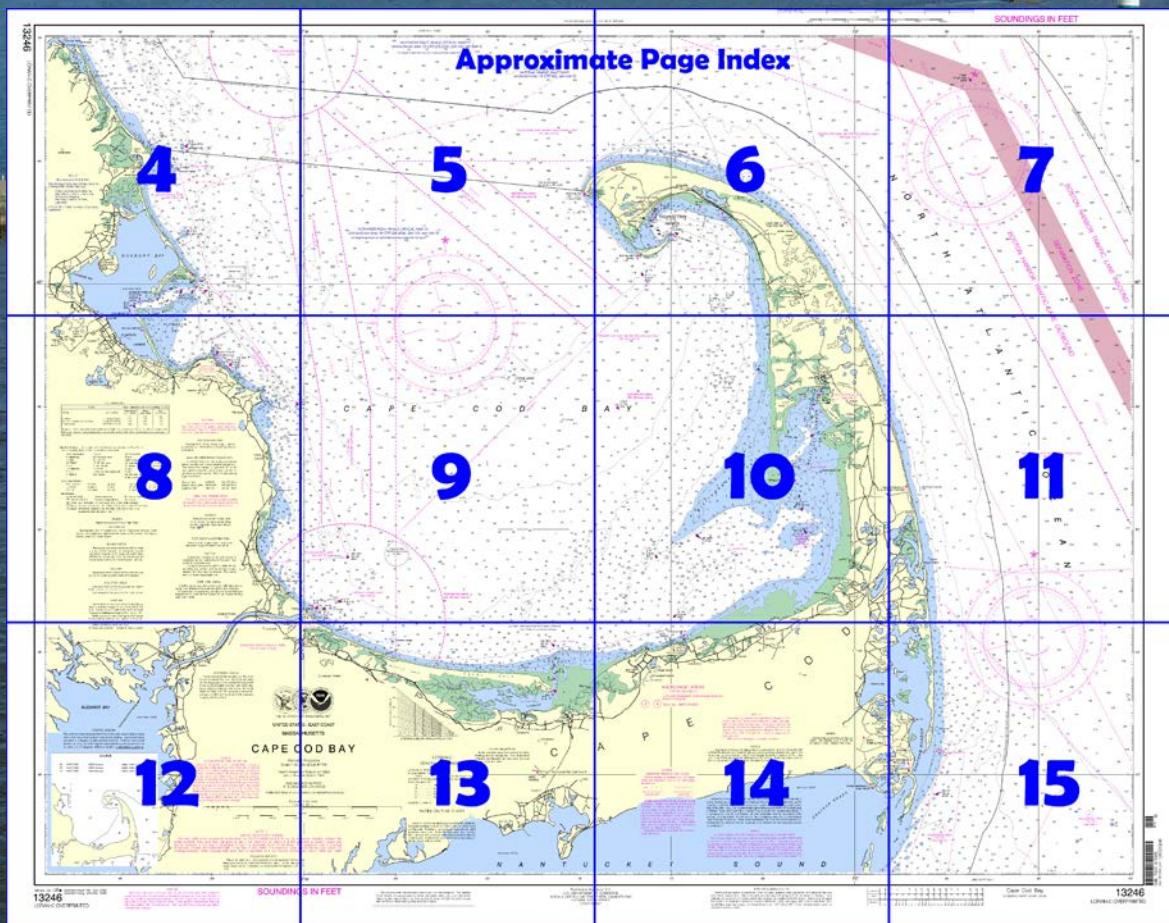
Cape Cod Bay NOAA Chart 13246



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



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- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

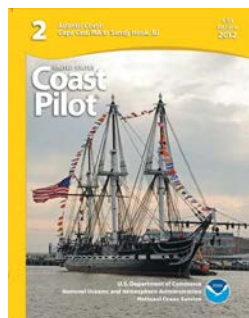
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13246>



(Selected Excerpts from Coast Pilot)

Cape Cod Bay is contained between the peninsula of Cape Cod, on the east and south, and the mainland of Massachusetts on the west. Between these limits the bay is about 20 miles in diameter with depths ranging from 10 to 32 fathoms, except close to the shore and in its southeasterly part. Race Point, the northwesterly extremity of Cape Cod, is the eastern point; and Gurnet Point, on the north side of the entrance to

Plymouth Bay, is the western point of the entrance to Cape Cod Bay. Within the limits of Cape Cod Bay are several harbors, including those of Plymouth on the western shore, Sandwich and Barnstable on the southern shore, and Wellfleet and Provincetown on the eastern shore. It is also the approach to Cape Cod Canal, which connects Cape Cod Bay with Buzzards Bay.

The shallow harbors of Cape Cod Bay, such as Plymouth, Barnstable, and Wellfleet, usually are closed to navigation by ice a part of each winter. This ice, together with the ice that forms in the shallower parts of Cape Cod Bay in severe winters, is driven by the winds out into the bay. There it masses into heavy fields or windrows, sometimes as much as 10 feet or more thick, making navigation in parts of the bay unsafe or impractical.

Deep-draft vessels entering Cape Cod Bay from the northward should pass eastward of the lighted whistle buoy which is about 7 miles northeastward of Brant Rock and well east of the extremity of the broken bottom extending over 4 miles offshore in this direction. Between Rocky Point and Manomet Point, there are several outlying rocks which will be avoided by giving the shore a berth of 1 mile. The shore is backed by high wooded hills, the most conspicuous of which is Manomet Hill, 390 feet high. **Manomet Point** is a bluff about 2.4 miles southeast of Rocky Point. Also prominent is the large rectangular reactor housing of the Pilgrim Nuclear Power Station, about 0.4 mile southeastward of Rocky Point. This basin is hazardous to approach in heavy weather since seas break over the breakwaters.

8334.60 Cape Cod Bay south of Wellfleet Harbor, Mass.; naval aircraft bombing target area. (a) *The danger zone.* A circular area with a radius of 1,000 yards having its center on the aircraft bombing target hulk James Longstreet in Cape Cod Bay at 41°49'46"N., 70°02'54"W.

Barnstable Harbor, Dangers.—The south side of the harbor is very foul with covered rocks and ledges, most of which are unmarked; extreme caution should be exercised if heading for the yacht club without local knowledge. Several rocks near the channel leading to the yacht club are marked by private seasonal buoys; these aids should not be taken as marking the entrance to Maraspin Creek.

Wellfleet Harbor, Dangers.—Extensive shoals are in the entrance. Billingsgate Shoal extends 5.5 miles westward of **Billingsgate Island**, on the western side of the entrance to the harbor. The island is covered at high water. A lighted bell buoy marks the southwest end of the shoal. Numerous sunken wrecks are south and west of the shoal; mariners are advised to exercise caution.

The approach channel into Wellfleet outer harbor leads between the shoals and is narrow in places, but it is marked by unlighted and seasonal lighted buoys and is easily followed in daytime in clear weather. The breakwater that protects the inner harbor is reported to cover at extreme high tides. Bush stakes mark the clam and oyster flats in the inner harbor.

Provincetown Harbor, Dangers.—**Shank Painter Bar**, which extends to a maximum distance of 0.6 mile offshore between Race Point and Wood End Lights, rises abruptly from deep water. **Wood End Bar** is the continuation of the shoal that makes sharply into Wood End. A lighted bell buoy is about 0.6 mile southwestward of Wood End Light. A 2,500-foot stone breakwater is about 300 yards southeastward of the end of the town pier at Provincetown. The breakwater extends northeastward from a point in 42°02'45"N., 70°10'55"W., approximately parallel to the shoreline. The east and west ends of the breakwater are each marked by a light. Strangers should exercise caution when operating in the area.

Caution.—Shipping should keep a sharp lookout when navigating in the vicinity of Race Point, especially during periods of darkness and low visibility, because of the numerous fishing craft which operate in the area. There are large fish weirs in the harbor.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

Table of Selected Chart Notes

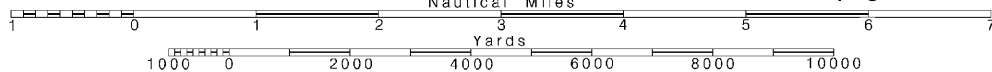
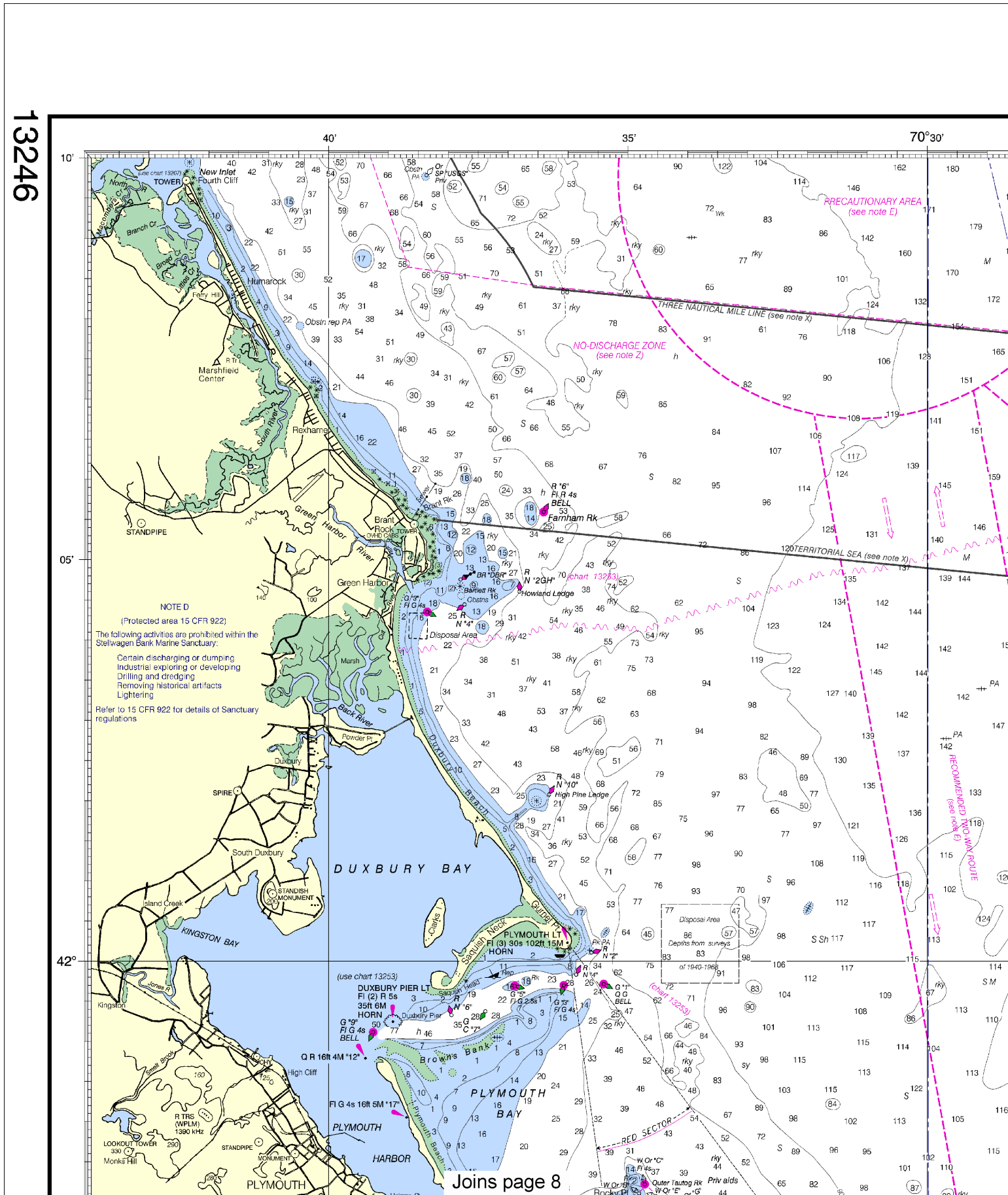
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Corrected through LNM Sep. 28/10

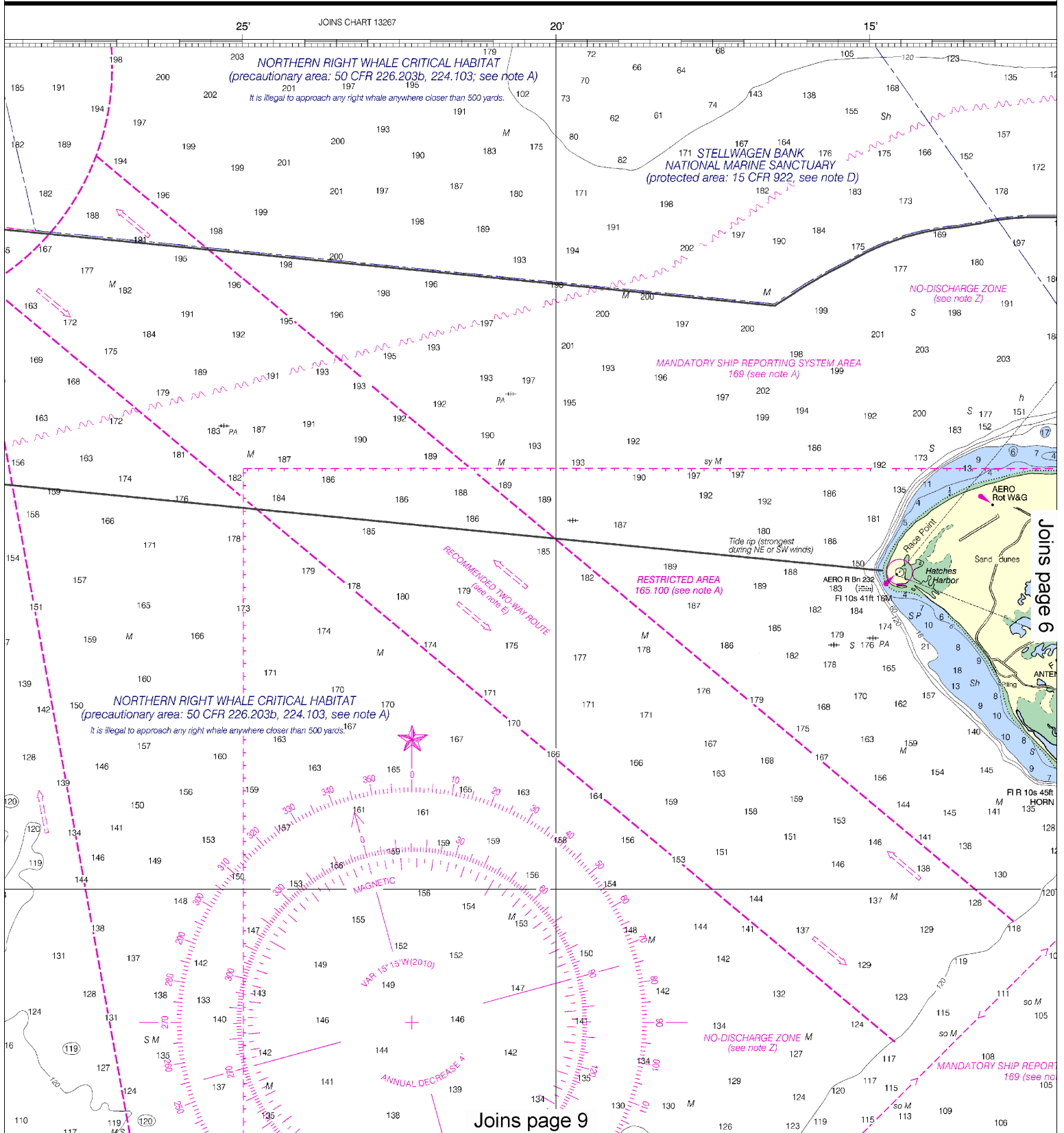
Mercator Projection
Scale 1:80,000 at Lat 41°53'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

RACING BUOYS
Racing buoys within the limits of this chart
are not shown hereon. Information may be
obtained from the U.S. Coast Guard District
Offices as racing and other private buoys are
not all listed in the U.S. Coast Guard Light List.





Joins page 6

Joins page 9

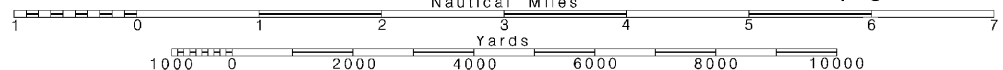
This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:114286. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

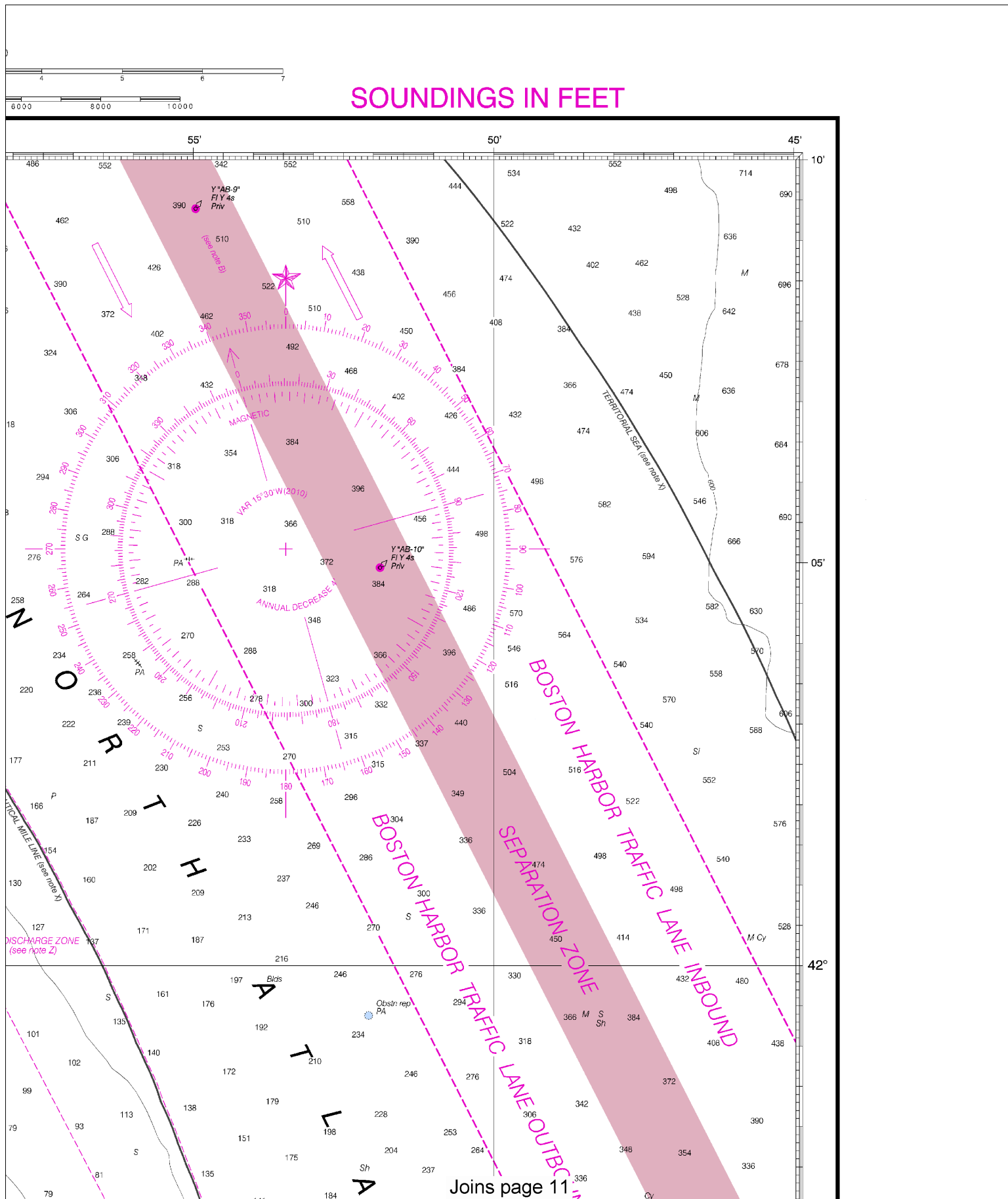
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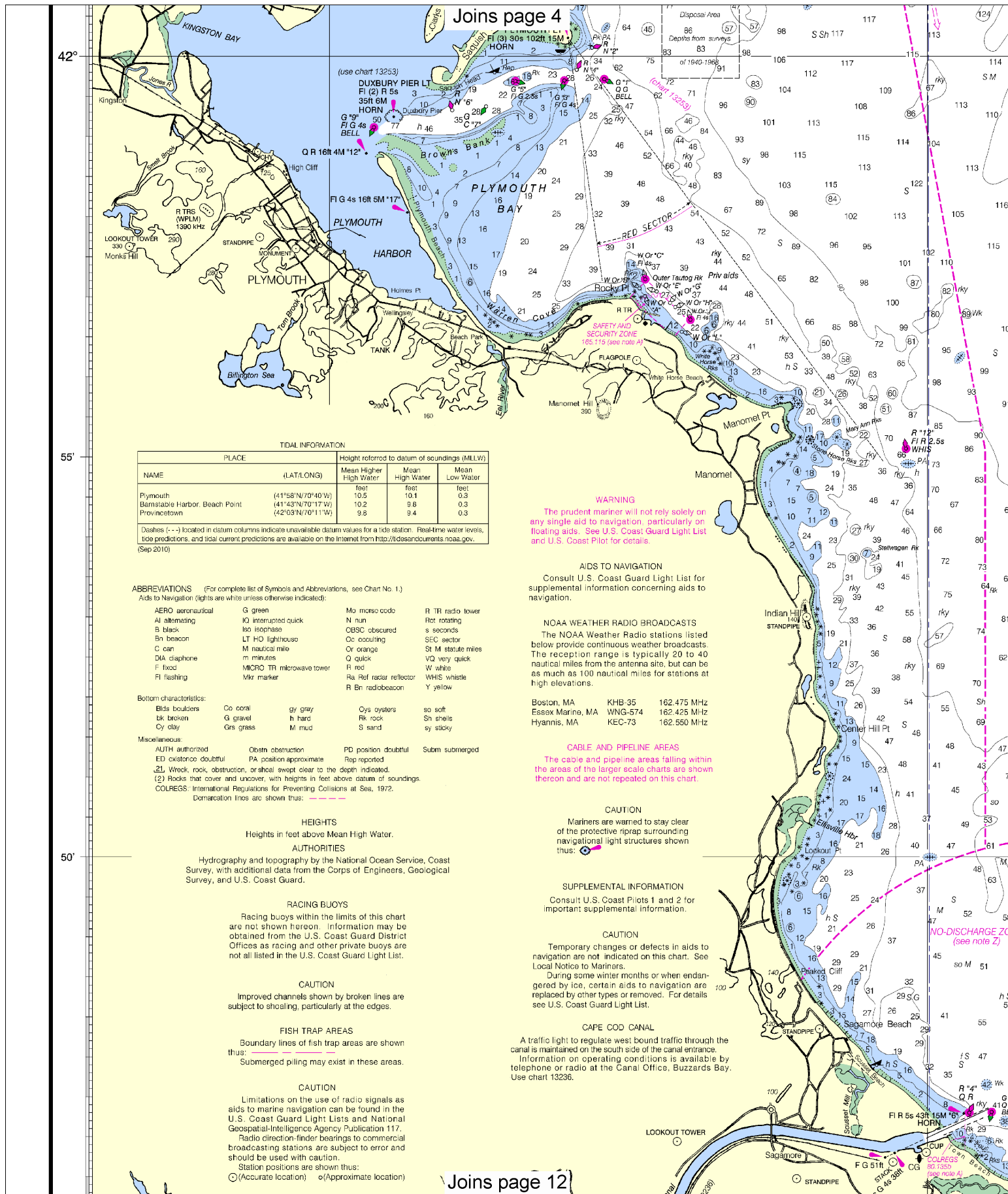
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Nautical Miles

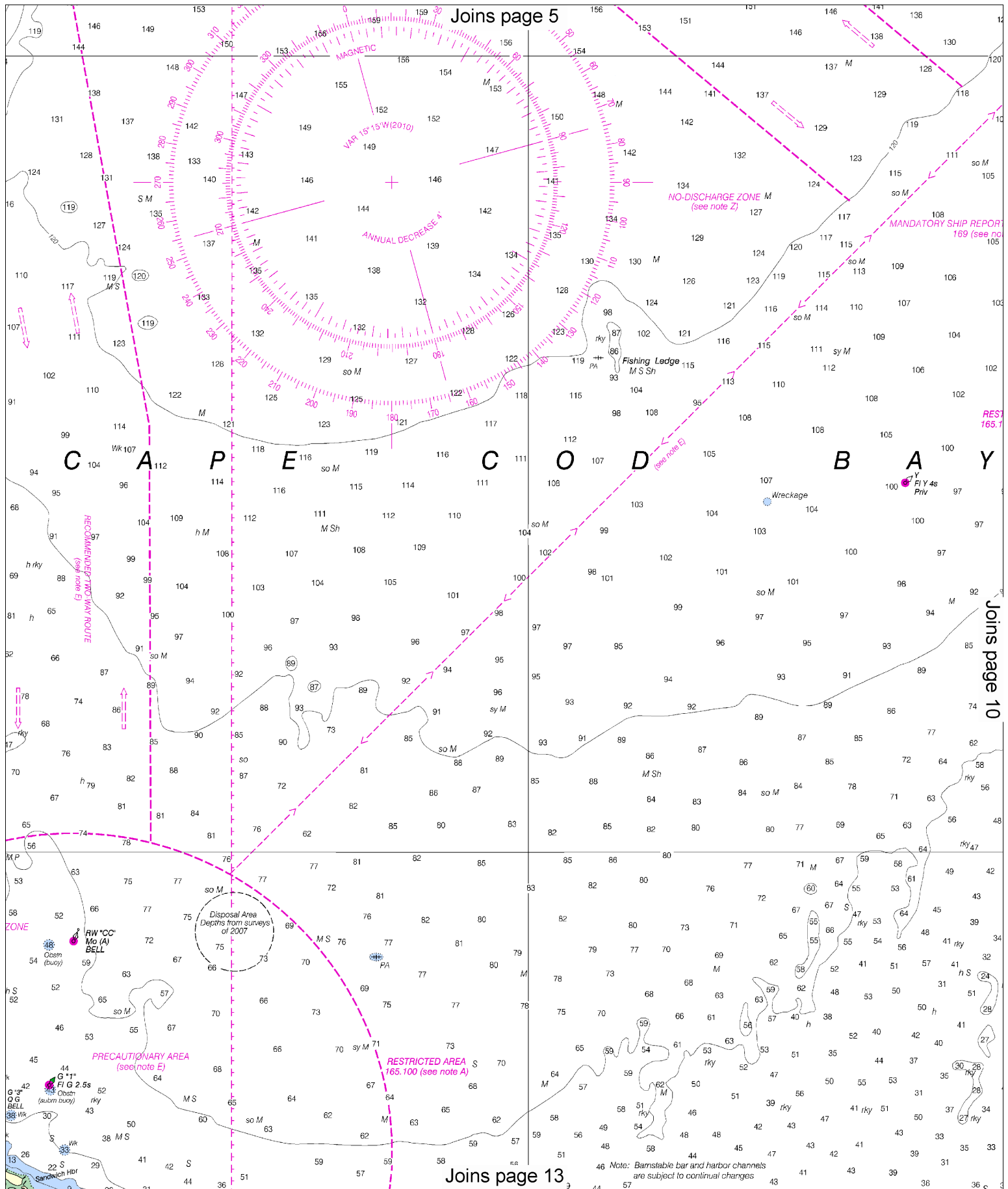
See Note on page 5.

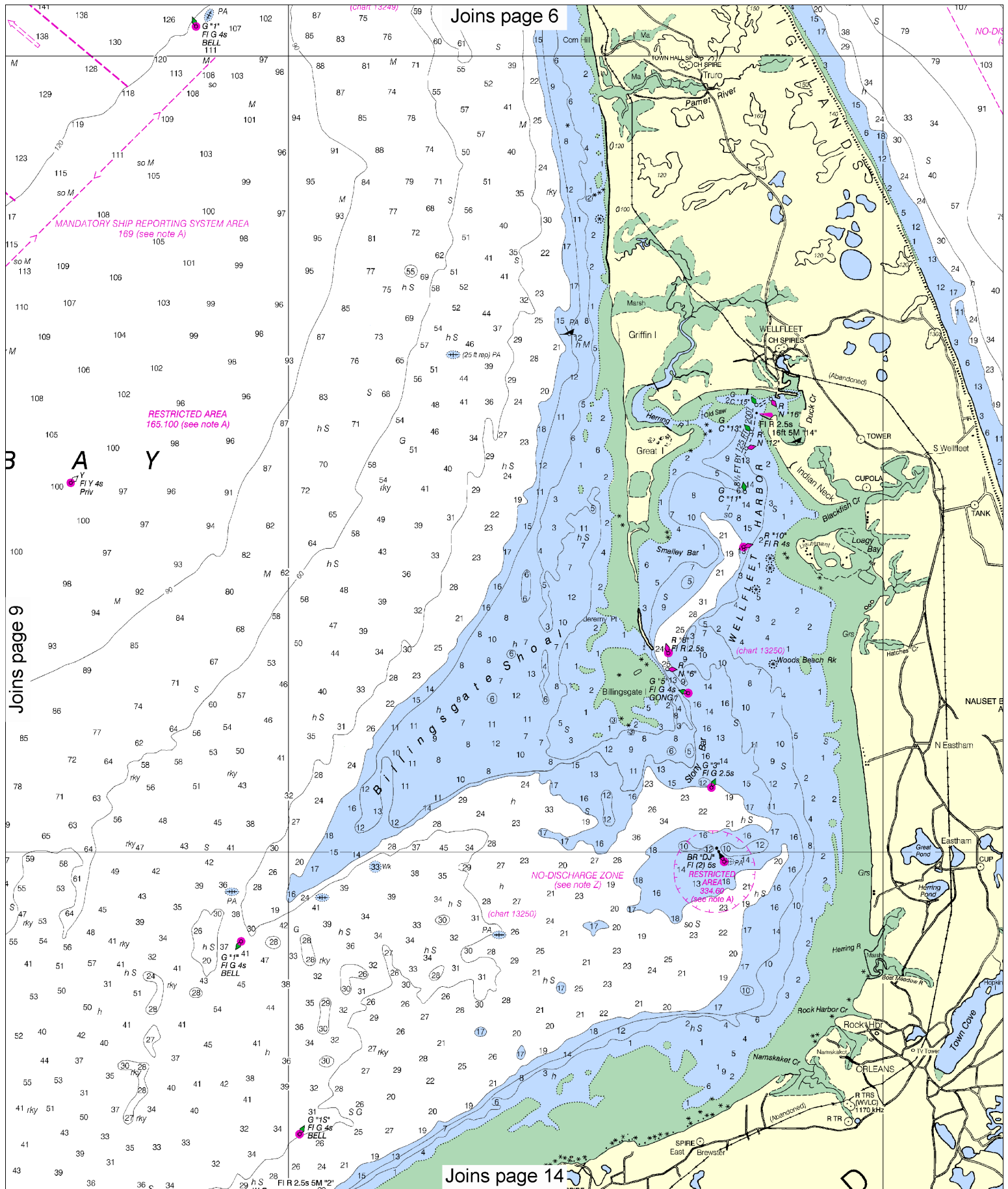




This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
 NGA Weekly Notice to Mariners: 0413 1/26/2013,
 Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.







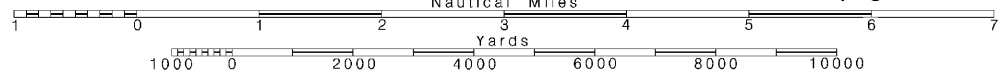
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these areas.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 (Accurate location) (Approximate location)

Joins page 8

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAPE COD CANAL
A traffic light to regulate west bound traffic through the canal is maintained on the south side of the canal entrance. Information on operating conditions is available by telephone or radio at the Canal Office, Buzzards Bay. Use chart 13236.

CAPE COD CANAL REGULATIONS
207.20 (see note A)



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MASSACHUSETTS

CAPE COD

Mercator Projection
Scale 1:80,000 at Lat 41°53'

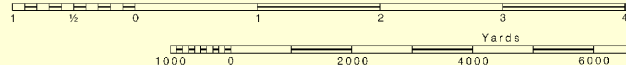
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

SCALE 1:80,000

Nautical Miles

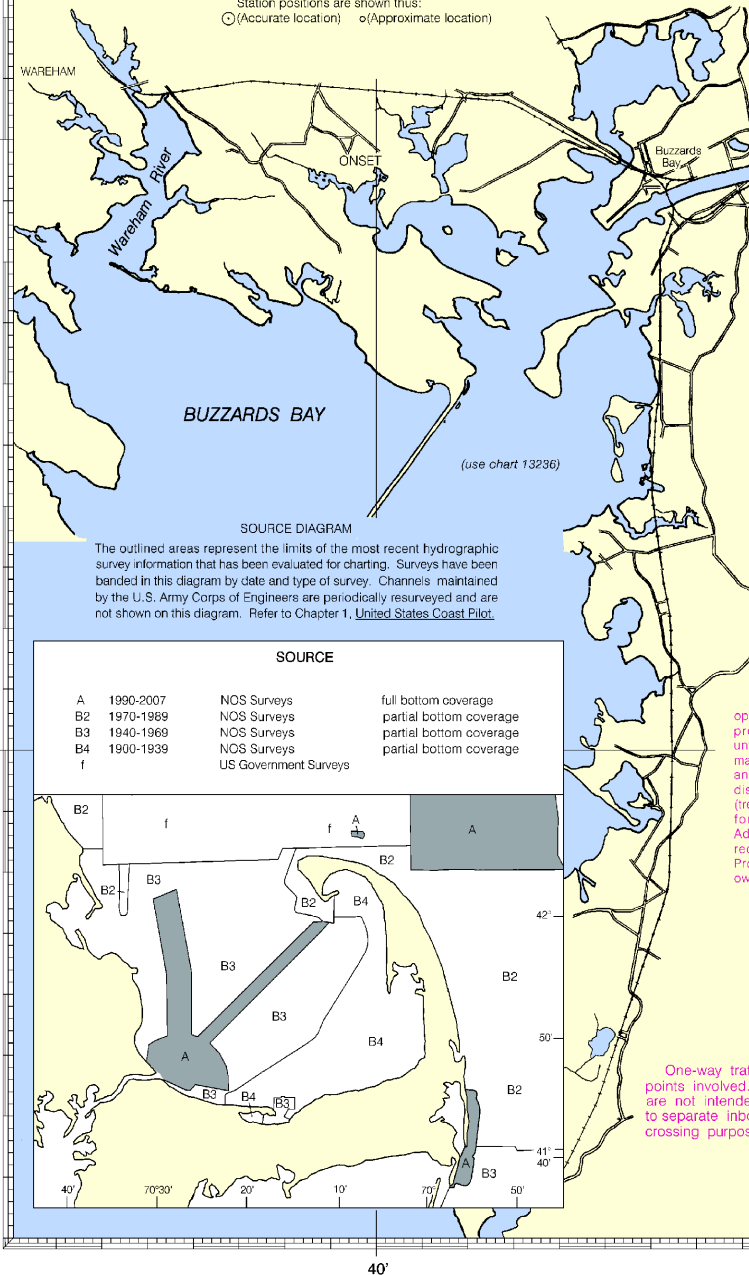


NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE B
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are **RECOMMENDED** for use by all vessels traveling between points involved. They have been designed to aid in the prevention of collisions at the approach to Boston Harbor. They are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is to separate inbound and outbound traffic to be free of ship traffic. The separation zone should not be used for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution. See charts 13200 and 13201.

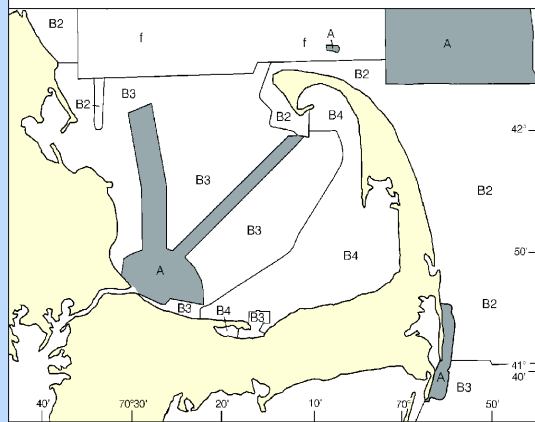
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



SOURCE

A	1990-2007	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
f		US Government Surveys	



39th Ed., Oct. / 10 ■ Corrected through NM Oct. 9/10
Corrected through LNM Sep. 28/10

13246

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEET

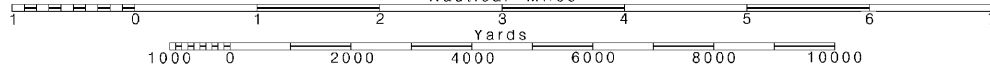
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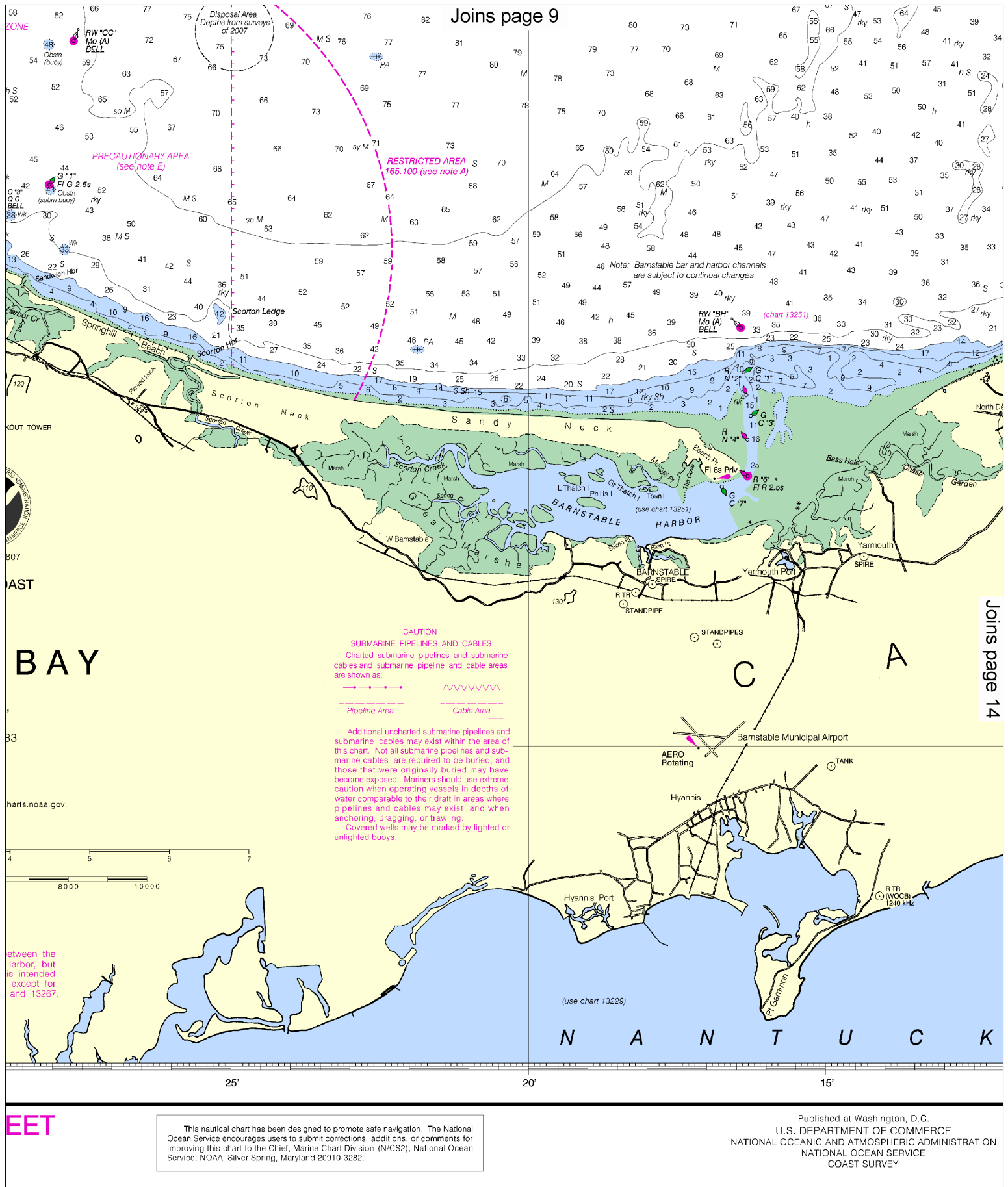
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





EET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

ANCHORAGE AREAS

110.140 (see note A)

Limits and designation of anchorage areas are shown in magenta.

(J) (K) GENERAL ANCHORAGES

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.385" northward and 1.914" eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1 & 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers

NOTE 5

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE E

RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES AND TRACK

The two-way routes and two-way track shown on this chart are **RECOMMENDED** for use by all vessels traveling into or out of Cape Cod Bay. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route or track at all times. **CAUTION:** Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

NOTE C

A breach has opened through Nauset Beach. Use extreme caution when attempting a transit through this area.

at Washington, D.C.
DEPARTMENT OF COMMERCE
FEDERAL BUREAU OF INVESTIGATION
ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
OCEANOGRAPHY SURVEY

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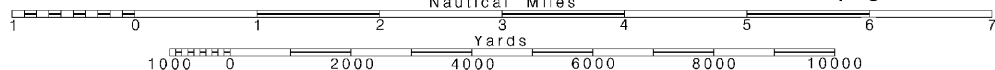
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

FATHOMS	1	2
FEET	6	12
METERS	1	2

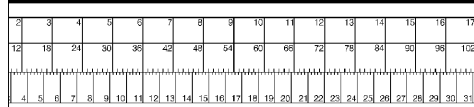
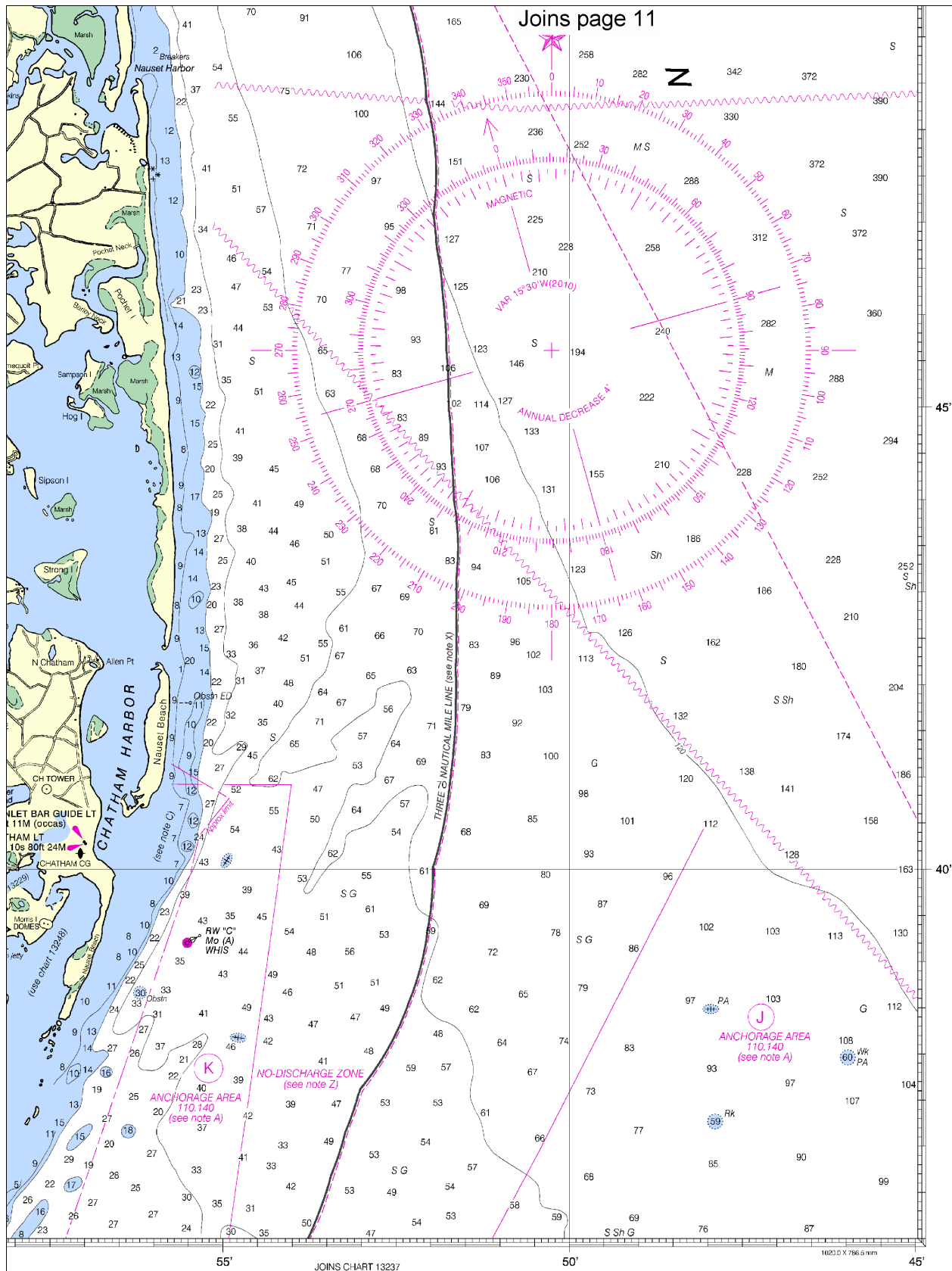
Printed at reduced scale.

~~SCALE 1:80,000~~
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



Cape Cod Bay
SOUNDINGS IN FEET - SCALE 1:80,000

13246

NO 39
NSN 7642014010406
NGA REFERENCE NO. 13AC013246



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



The Nation's Chartmaker